

END OF MESSAGE

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25X1A	PRIORITY								25	X1A_	2556
	OXCART NICE GIRL										
25X1A											
	MISSION NBR NX75	21									
25X1A	REF:										

OUR LISTING OF INS TAPE SHOWS LONGITUDE ENCOPER STOPPED LINE 1010, 18:43:08Z, INTERMITTENT TO LINE 1026, 18:45:38Z. THIS DISCREPANCY NOT REPORTED IN REF. ALL LONGITUDES AFTER LINE 1026 ARE IN ERROR BY ABOUT 1 DEG 7 MIN. PLS ADVISE. END OF MESSAGE

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COORDINATING OFFICERS

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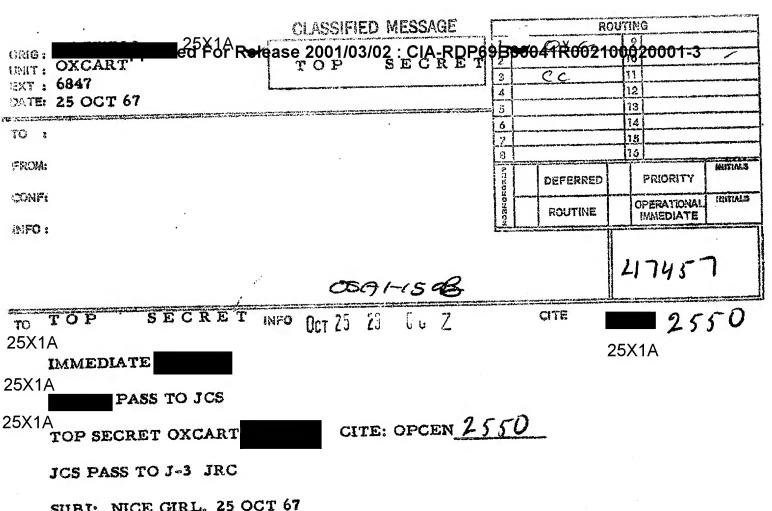
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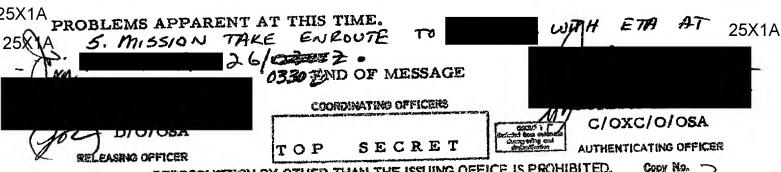
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SUBJ: NICE GIRL, 25 OCT 67

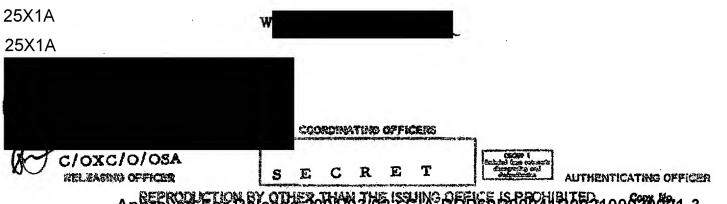
- THE FOLLOWING IS AN INFORMAL SUMMARY OF NICE GIRL 1. MISSION NX7521 FLOWN 25 OCT 67.
- TAKE-OFF WAS ON TIME AND MISSION COMPLETED AS 2. BRIEFED.
- PILOT REPORTS INDICATE WX WAS CLEAR EXCEPT FOR LAST FIVE MINUTES OF EACH FLIGHT LINE. APPROX 4200 FT OF FILM WAS TRANSPORTED.
- SENSORS APPEARED TO OPERATE NORMALLY. THERE ARE NO 25X1A



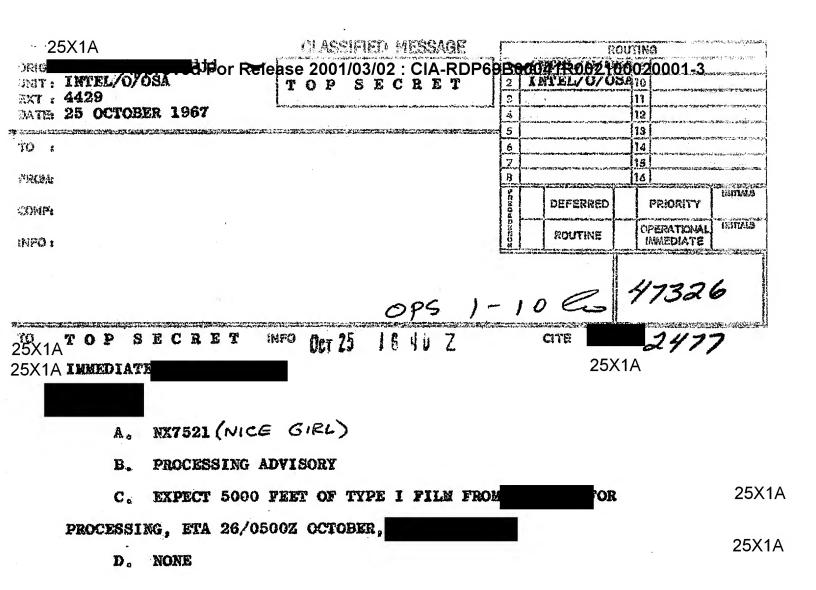
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PROVIDED INFO IS AVAILABLE, REQUEST THE WX SCOUT CALL SIGNS AND TANKER CALL SIGNS FOR ALL NICE GIRL A/R AREAS (BOTH A-12 AND SR-71) BE FORWARDED TO ARRIVE PROJ HQS NLT 3 HRS PRIOR TO FIRST WX SCOUT TAKEOFF.

## END OF MESSAGE

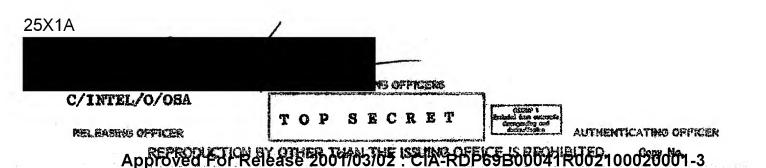


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END OF MESSAGE

MSN CONTROLLER Dag



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SUBJECT: PROJ NICE GIRL

- 3. FOLLOWING ARE THE BASIC GROUND RULES FOR CONDUCTING OXCART PROJECT NICE GIRL FLIGHTS. ALL MESSAGES PERTAINING TO THIS COMPARISON TEST WILL BE SLUGGED "NICE GIRL."
  - A. PURPOSE OF FLIGHTS: TO PROVIDE A COMMON DATA BASE FOR THE STUDY OF CAPABILITIES AND COMPARISON OF A-12/SR-71 SENSOR SYSTEMS.
  - B. MISSION TRACKS AND SENSOR TAKE LEGS WILL BE IDENTICAL WITHIN LIMITS OF RESPECTIVE NAVIGATION SYSTEMS.

    A-12/SR-71 WILL LAUNCH FROM RESPECTIVE HOME STATIONS.
    - C, COMPUTER FLIGHT FLANS WILL BE FORWARDED TO

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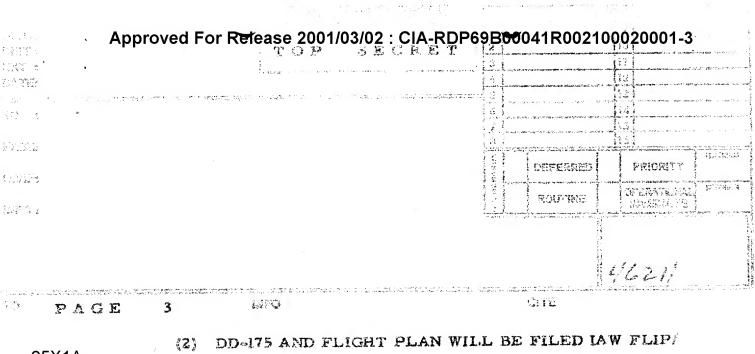
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T 1800Z 17 OCT 67.

- D. SAC WILL:
- 25X1A CREWS. COMMANDER IS AUTHORIZED DIRECT COORDINATION
  WITH 903RD ARFS AND WILL ARRANGE NECESSARY TIMING, OFFLOADS, ETC.
  - (2) PROVIDE PRIMARY AND AIR SPARE TANKER FOR EACH
    A-12 AIR REFUELING.
- (3) PROVIDE WEATHER SCOUT REPORTS FOR EACH A/R
  25X1A SO AS TO REACH PROJ HQ, AND WECEN NLT H-Z.
  - (4) PROVIDE HFSSB AS REQUESTED.
  - E. OPERATIONS:
  - (1) TWO (2) MISSIOMS ARE PLANNED FOR EACH TYPE
    AIRCRAFT TO BE FLOWN ON 20 AND 25 OCT 67. BACK-UP
    DATE IS 27 OCT 67, IF REQUIRED, TO COMPLETE TWO MISSIONS.

TOP SECRET ANIMENTICATING OFFICER



25X1A

DIRECTIVES UTILIZED ON NORMAL TRAINING MISSIONS.

FILE A/R AREAS AS FOLLOWS:

25X1A

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25X1A

(A) ROUTE ONE

ROUTE TWO (B)

(3) TAKE-OFF TIMING:

- (A) MISSION #1: 20 OCT A-12 TAKEOFF APPROX 1530Z (0830L)
- (B) MISSION #2: 25 OCT 67 A-12 TAKEOFF TIME TO BE APPROX 1500Z (0800L).

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(C) A-12 IS SCHEDULED TO TAKEOFF FIRST ON ROUTE #1

SR-71 WILL TAKEOFF FIRST ON ROUTE #2

SECOND AIRCRAFT WILL ADJUST TAKEOFF AS (D) MECESSARY TO PROVIDE MAXIMUM ONE-HOUR INTERVAL BETWEEN AIRCRAFT AT ARCP.

> TOP SECRET AUTHENTIKATING OFFICES

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(4) TAKEOFF TOLERANCE: MAX DELAY OF 30 MINUTES.
25X1A
EACH UNIT TO ADVISE THE OTHER OF THE DELAY (REF. 189).

- (5) SPARE AIRCRAFT: SPARE WILL BE GENERATED PROVIDED AN OPERATIONALLY-READY TYPE I CAMERA IS AVAILABLE FOR THIS AIRCRAFT. SPARE TAKEOFF MUST BE WITHIN T/O TOLERANCE OF 30 MINUTES.
  - (6) SENSORS: TYPE I CAMERA (PRIMARY AND SPARE).

25X1A

25X1A

TYPE FILM TO BE USED WILL BE AT

DISCRETION OF COMMANDER. MAXIMUM SENSOR LOAD SHOULD BE UTILIZED.

- (7) PLANNED SPEED DURING SENSOR TAKE LEGS WILL BE MACH 3.1. ALTITUDE/SPEEDS/CONTROL TIMES WILL BE AS SPECIFIED IN THE FLIGHT PLAN.
- (8) SEARCH AND RESCUE/EMERGENCY PROCEDURES WILL BE IAW PROJ HQS DIR 50-20-10.

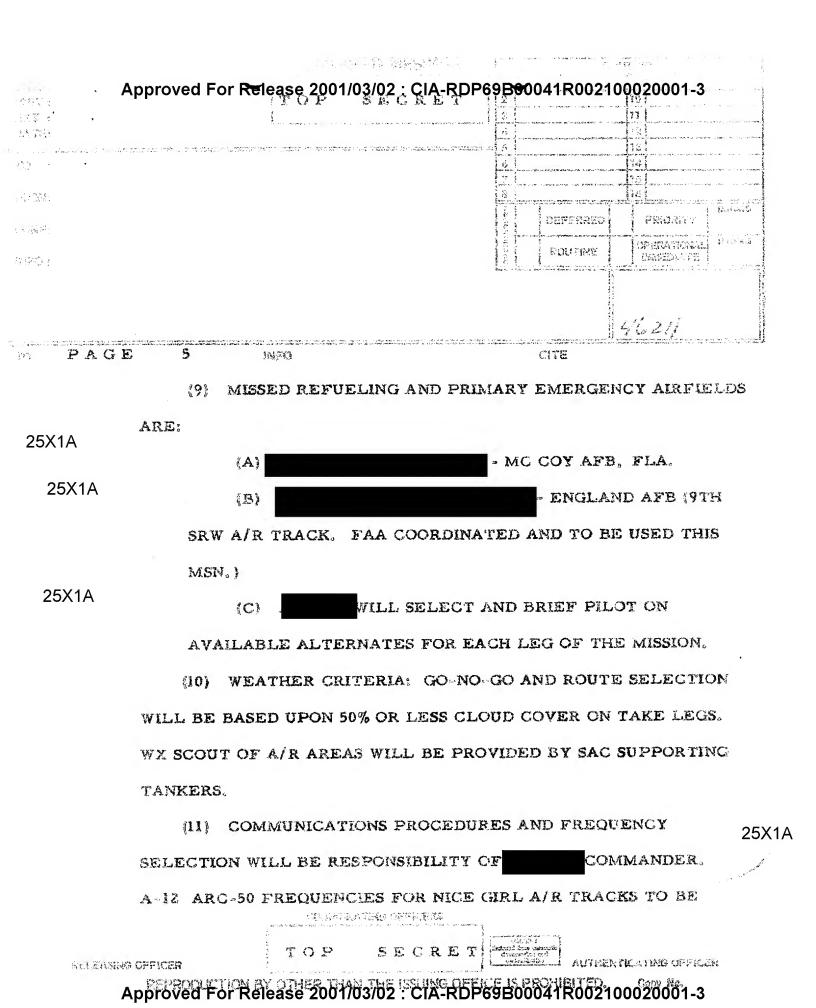
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PROVIDED BY PROJ HQ.

## F. OPERATIONAL CONTROL:

25X1A

- (1) THIS MESSAGE IMPLEMENTS THE EXERCISE AT
  AND IS AUTHORITY TO SCHEDULE MISSIONS ON DATES INDICATED.
- (2) DIRECTOR OF SPECIAL ACTIVITIES, PROJ HQS, WASHINGTON, D. C., IS MISSION COMMAND AUTHORITY,
- (3) ONCE EXECUTION RECEIVED FROM PROJ HQS, DIRECT 25X1A OPERATIONAL CONTROL OF THE A-12 RESTS WITH THE COMMANDER.
  - (4) ROUTE SELECTION AND EXECUTION:
  - (A) PROJ HQS WILL REVIEW WEATHER FORECASTS

    AT 1300Z ON THE DAY PRECEDING THE FLIGHT. IN

    CONFERENCE TELECON BETWEEN JCS/JRC, PROJ HQ

    AND SAC ROUTE TO BE FLOWN WILL BE SELECTED NLT 1400Z.
    - (P) NLT H-3 HRS ON DAY OF MISSION, FINAL GO-NO-GO

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	DETERMINATION WILL BE MADE BY TELECON BETWEEN
	JRC/SAC/PROJ HQ. PROJ HQS WILL ADVISE ASAP BUT
25X1A	NLT H-Z.
	(5) COMMANDER, AUTHORIZED DIRECT COORDINATION
25X1A	WITH DESIRE MAXIMUM UTILIZATION OF AGENCY COMMO
25X1A	CIRCUIT TO TO PRECLUDE ANY BREACHES OF SECURITY.
	G. TAKE MOVEMENT:
	(1) COMMERCIAL AIR WILL BE UTILIZED TO TRANSPORT MSN 25X1
25X1A	TAKE TO ROCHESTER, N.Y., FOR PROCESSING BY
	DISCRETION, C-130 MAY BE UTILIZED FOR NICE GIRL
	TAKE MOVEMENT; I. E., IN CONJUNCTION WITH REQUIRED EAST
	COAST TRIP.
05)/4.4	(2) PROJ HQ WILL ARRANGE TAKE MOVEMENT FROM
25X1A	TO WASHINGTON D. C. FOR EVALUATION BY DIA.
	(3) REPORTING WILL BE IAW PARA H BELOW.
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H. REPORTS AND REPORTS TIMING:

THE FOLLOWING DESIGNATED RCM REPORTS WILL

BE EXCHANGED FOR NICE GIRL MISSIONS. THE BASIC 24-HOUR

GENERATION SCHEDULE PRIOR TO LAUNCH WILL PREVAIL.

MESSAGE ORIGINATORS WILL REVIEW FORMATS PRIOR

TO TRANSMISSION TO INSURE APPROPRIATE ADDRESSES

FOR NICE GIRL; I. E., DELETE THOSE WHICH ARE NOT

APPLICABLE: ETC.

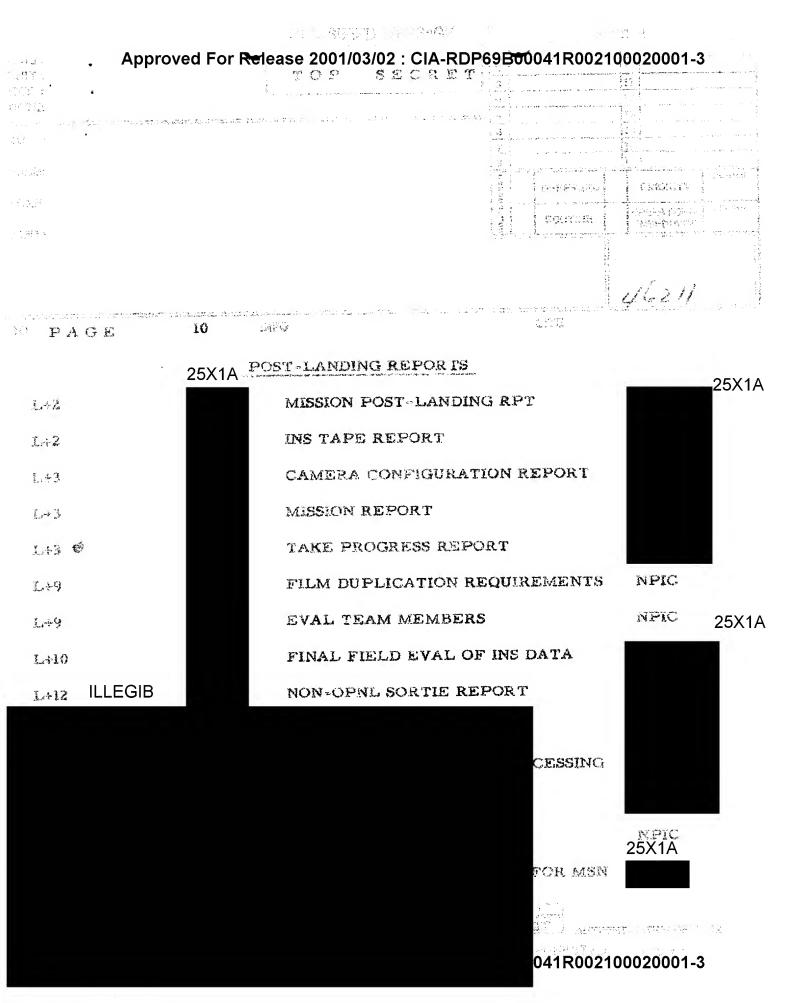
(2) PROJ HQ WILL TASK WECEN BY SEPARATE MESSAGE TO PROVIDE WEATHER FORECASTS FOR NICE GIRL FLIGHTS.

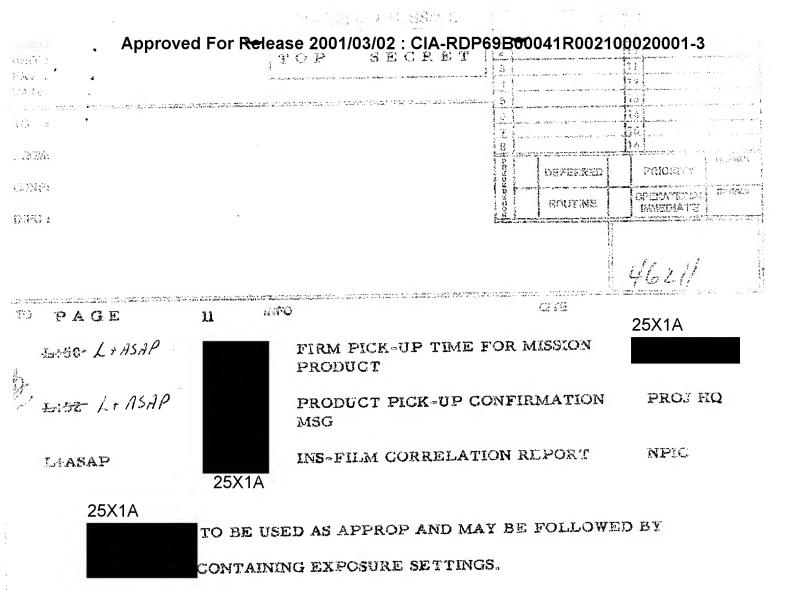
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- 2. IT EMPHASIZED FOR SECURITY PURPOSES BOTH AIRCRAFT ARE TO BE CONSIDERED SR-71'S.
- 3. SAFETY REGULATIONS AND PROCEDURES WILL BE GIVEN PRIMARY CONSIDERATION.

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